## HIVER MAILS.

Louisville and St. Louis to Cairo and New Ories Louisville and St. Louis to Cuiro and New Oricans.

THE eleventh section of the act of Congress, approved August 31, 1852, provides "that it shall be the duly of the Postmasser General to issue proposite and contract for the transportation of california and the properties of Cairo, St. Louis and cairo, Cairo and Memphis, and Memphis and New Oricans, and to supply auch intermediate points as he may order from time to time, on suitable and safe steamboats."

To carry into effect this law, and meet the demands of the public, it is deemed expedient to provide for a double daily him between Louisville and New Oricans, to consist of an express line, stopping at the principal offices only, and way-lines, connecting such principal offices and supplying all intermediate offices. And also a connecting line from St. Louis to Cairo. With this view,

PROPOSALS will be received at the Contract Office of the Post Office Departmen in the city of Washington, until 3 o'clock, p. m., of the 10th day o February, 1853, (to be decided on or before the lat of March following, for conveying the mails of the United States for four years from the lat July, 1853, on

Route No. 5103-Express Line,

Route No. 5102—Prepress Line.

From Lonisvitte, Kentucky, by Evansville, Indiana; Cairo, Ilmois; Memphis. Tenneame; Napoleon, Arkanans; Vicksburg, timissippi; Natchez and St. Francisvitte, Louisiana, to New Oreans, 1,416 miles and back dairy, in "suitable and safe steamboats." Leave Louisville daily at 5 p m; Arrive at New Orleans in 6 days by 5 p m; Leave New Orleans daily at 5 p m; Arrive at Louisville in 7 days by 5 p m.

The department reserves the right to add not exceeding six offices of the above number to be visited by the express line.

No. 5102a-Way Line. Prom Louisville, Kentucky, by West Point, Brandenbury, Mnuckport, Indiana; New Amsterdam, Leavenworth, Predosia, Rome,
Stephenspiort, Kentucky; Cloverport, Hawesville, Cannelton, Indiana; Troy, Lewisport, Kentucky; Rockport, Indiana; Owensboro,
Kentucky; NewBurgh, Indiana; Green River, Kentucky, to Evansville, Indiana, 188 miles and back daily, in "suitable and safe steamboats."

cala."
Leave Louisville daily at 9 a m;
Astrive at Evansville next day by 10 a m;
Leave Evansville daily at 8 a m;
Astrive at Louisville next day by 9 a m.
Rome to be visited on alternate days,
alwesville on alternate days with Cannelto

No. 5102b—Way Line.

Prom Evansville, Indiana, by Henderson, Kentucky; Mount Vernon, Indiana; Uniontown, Kentucky; Raleigh, Shawneetown, Illinois; Caseyville, Kentucky; Cave in Rock, Illinois; Elizabethown, Golconda, Bunithiand; Kentucky; Paduchah, Metropolis City, Illinois; Hillerman and Caledonia, to Cairo, 188 miles and back daily, in "unitable and safe steambouts."

Leave Evansville daily at 11 a m;
Arrive at Cairo next day by 11 a m;
Leave Cairo daily at 7 a m;
Arrive at Evansville next day by 7 a m.

Arrive at Evansville next day by 7 a m.

No. 5102c—Way Line.

From Cairo, Illinois, by Columbus, Kentucky; Rickman, New Modrid, Missouri; Ashport, Teanessee; Bickman's Bend, Arkan use; Fulton, Teanessee; Occola, Arkansas; Pecca Point, Randolph, Tennessee; and Oldbam, Arkansas; Odenphis, Tennessee; 22 miles and back daily, in "suitable and safe steamboats."

Leave Gairo daily at 18 m;
Arrive at Memphis daily at 11 p m;
Arrive at Gairo in 31 hours by 7 p m next day;
Leave Memphis daily at 11 p m;
Arrive at Cairo in 31 hours by 6 a m second day.

Arrive at Cairo in 31 hours by 6 a m second day.

No. 51024—Way Line.

From Memphis, Tennessee, by Grayson, Arkansas; Dark Corner, Mississippi; Blue's Point, Arkansas; Commerce, Mississippi; Blue's Point, Arkansas; Commerce, Mississippi; Blue Soe's Landing, Arkansas; Sterling, Helena, Delta, Mississippi; Wayne, Arkansas; Sterling, Helena, Delta, Mississippi; Priar's Point, Barseyy, Arkansas; Island 65, Mississippi; Laccuta, Arkansas; Victoria, Mississippi; and White River, to Napoleon, 178 inlies and back daily, in "suitable and safe steamhoats."

Leave Neaphie daily at 8 p m;
Arrive at Napoleon daily at 14 p m;
Arrive at Memphis next day by 70 p. m.

Mo. 5102e—Way Line.

From Napoleon, Arkansas, by Giencoc, Mississippi; Bolivar Jaines Landing, Arkansas; Colombia, Greenville, Mississippi rollst Worthington, Grand Lake, Arkansas; Princeton, Mississippi lake Providence, Louisiana; Tallulah, Mississippi; Pecan Grove, Collidana; Branswick Landing, Mississippi; Pecan Grove, Collidana; and Youngs Point, to Vickaburg, Mississippi; 213 miles and back daily, in "suitable and safe steambouts."

Leave Napoleon daily at 8 pt n; Arrive at Vickaburg in 27 hours by 11 pt n ext day; Leave Vickaburg in 27 hours by 10 pt n ext day.

No. 5102(— Way Line.

From Vicksburg, Mississippi, by Warrenton, Palmyra, New Carthage, Louisiana; Ashwood, Grand Gulf, Mississippi; St. Laseph, Louisiana; Rodney, Mississippi; Warer Proof, Louisiana; Riffie Foint, Natchez, Mississippi; Union Point, Louisiana; Pitta Gont, Louisiana; Riffie St. Laseph, Louisiana; Tunica, and Point Coupee, of St. Francisville, 322 miles and back daily, in "suitable and safe steamboats."

Leave St. Krancisville in 31 hours by 7 a m second day; Lasve St. Francisville daily at 11 a m; Arrive at Vicksburg daily at 12, night;

No. 5109g-Way Line. From St. Francisville, Louisiana, by Waterloo, Hermitage, Porudaon, Lohdel's Store, Raton Rouge, Braly Landing, Manchac Laquemine, Derville, Bayon Goula, New River, Donaldsonville ursaud, Convent, Edgar's, Bonnet Carre, Taylor's and Logan's anding, to New Orleans, 176 miles and back daily, in "suitable and characteristics."

safe steamboais."

Leave St. Prancisville daily at S a m;

Arrive at New Orleans next day by 9 a m;

Leave New Orleans next day by 9 a m;

Leave New Orleans daily at 9 a m;

Arrive at St. Prancisville next day by 10 a m.

Proposals may be made for the express and way lines between Louisville and New Orleans in one sum, or for each route separately. For the connecting line between St. Louis and Cairo distinct bids should be offered.

As and affective to the tours of either the regimes, way, or congeneral with the result from the grant the same stry,
whether such load to of the tour's main float, or feeling or not to
general with the result of the tour's main float, or feeling or not to
general with the result of the same stry,
whether such load to or tour representation of the control of the

required by the department; for assigning the contract without the consent of the Postinaster General, or for setting up or running an express as aforesaid.

A large number of these machines are now in actual and practical the same and restrictions imposed by law for any increase of compensation within the restrictions imposed by law for any increase of compensation within the restrictions imposed by law for any increase of compensation within the restrictions imposed by law for any increased service required. The rotter General may also discontinue or curtail the service, he allowing a per vala increase of compensation within the operation of the mills where these amachines are now in actual and practical operation in different parts of the country, and personal desirous of the same.

All proposals must be accompanied by testimonials of high characteristic of the country, and personal desirous of the same.

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The rotter of the first parts of the country, and personal desirous of the same country.

All proposals must be accompanied by testimonials of high characteristic of the same characteristic of the country, and personal desirous of the propose to execute the work offered to the country of the first parts of the coun

Form of a Bid.

1, (or we,) , of , propose to earry the mails on route the Postmater General, dated 31st December, 1852, and by the following mode of conveyance, vis. |

Form of a Guarantee, The undersigned undertake that if the foregoing bid for carrying the mail on route No. — he accepted by the Postmasfer General, the hidder shall, prior to the first day of July, 1853, enter into the re-

quired obligation to perform the service proposed, with good and sufficient survives. (Signed by two guaranters.)

Form of a Certificate.

Form of a Certificate.

The undersigned, postmaster of ——, certifies that he is well equainted with the above guarantors and their property, and that hey are men of property, and able to make good their guarantee. Signed.

Proposals should be addressed, scaled, to the Second Assistant Postmaster General, and it is particularly important that they be narked on the face of the letter "Proposals, River Mails."

S. D. HUBBARD,

Proposals and Communication of the Second Assistant Postmaster General.

POST OFFICE DEPARTMENT, December 31, 1852.
Jan 4—2awtFebt0 Proposals for Timber, &c., for Eric and Dunkirk.

WAR DEPARTMENT, Bureau of Topographical Engineers, December 9, 1852. PROPOSALS will be received up to and including the 19th day of February next, for the following articles required at Erie, Penn-

| Dosal | Formula | Property | Pr

13,600 lbs. inch round iron { In pieces 12 and 15 feet long.

3,200 line. A do S. Stone.

9,000 cords best cobble or quarry stone, for crib ballast
Proposals for materials similar in quantities and quaffity will be received at the same time for Dunkirk, New York.
The contracts will require the delivery to be made during the
month of May next. The whole to be delivered by the Sist of
May.

month of May next. The whole to be delivered by the 31st of May.

Inspection of materials will be made as delivered, but not in less quantity than one-third of the whole amount; and payments will be made for quantities as delivered and inspected, less 10 per cent. upon the value thereof, which per cent. will be forficited to the United States if the contractor shall fail in his contract, or be paid to the contractor on the final tuiliment of his contract, or be paid to the contractor on the final tuiliment of his contract.

All materials will be at the risk of the contractor until inspected and received, the materials, being then the property of the United States, will be at the risk of the United States, will be at the risk of the United States, will be at the risk of the United States, will be at the risk of the United States.

The contractor to be subject, when he has materials is sufficient quantity ready for delivery, to no delay greater than three days by a United States agent to inspect and receive the same.

Each bid to be accompanied with certificates that the bidder is responsible man, and able to fulfil his obligations.

The War Department reserves to itself the right of judging of the bids in all respects, and of so reducing any of the quantities of a bid as to bring the aggregate amount, according to his judgment, below the limit of appropriations.

Col. Corps Topographical Engineers.

Dec 11—d19th2tawtFeb10

Dec 11—di2t&2tawtFebl0
To be inserted in the Republic, Intelligencer, and Union, Wash
ingon; Courier and Enquirer, and Express, New York; Commercial Advertiser, Buffalo, New York; Advertiser, Detroit, Michigan
Albany Register, Albany, New York; Erie Gazette, Erie, Pennsylvania, twelve times daily, then twice a week until February 10.

WOLFE'S Celebrated Schiedam Gin, called Aromatic
Schiedam Schnapps.—No other Holland gin, of equal purity of
rectification, can be obtained either in the American or foreign market at any price. It is manufactured by the proprietor exclusively,
at Schiedam, in Holland, by a process peculiar to his own factory.
It is flavored, not by the common harsh berry, but by the choice of
botanical variety of the aromatic Italian Juniper berry, whose mors
vinous extract is distilled and rectified with its applications solvent,
and thus becomes a concentrated tincture of exquisite flavor and
aroma, altogether transcendant in its cordial properties to any Roiland gin heretofore known.
For sale by the principal druggists in the United States, and at 23 I
Beaver street.

UDOLPHO WOLFE, Importer.

Beaver street.

UDOLPHO WOLFE, Importer.

[From the M. Y. Medical Gazette and Journ. of Health, Oct 21.]

HOLLAND OIN AS A MEDICINE.—In our last number we accompanied the publication of a circular on this subject from our fellow-citizen, Udolpho Wolfe, esq., with a brief commentary, expressive of our own views. Since then we have been employing this agent, and thus far with favorable results. But we are in the receipt of several communications on the subject from medical men, which serve to show that Mr. Wolfe's Aromatic Schiedam Schnapps is very extensively in use, and, in the hands of physicians, is proving itself, as a stimulating diurctic, to be eminently successful, after other medications with this fatent had been tried in vain. In one of the cases thus reported, abdominal dropsy has been cured, and the necessity of tapping averted; and in another, a distressing case of gravel, so called, has been entirely removed by the passage of a calculus of considerable size, which is ascribed to the use of only two bottles of this article. We know not the object of Mr. Wolfe in designating his preparation by the singular, euphonious name of "Schnapps," nor of his denominating it in his advertisements the "Concentrated Tincture of Juniper," instead of perpetuating its ascient title of "Holland Gin." It is true that he admits it to be nothing else than the latter article in its pure state, unadulterated by Leave New Orleans and ally at 9 am;
Arrive at 8t. Prancisville next day by 10 am.
Proposals may be made for the express and way lines between Louisville and New Orleans in one sum, or for each route separately. For the connecting line between St. Louis and Cairo distinct bids should be offered.

No. 4839—Connecting Line.

Prom St. Louis, Missouri, by Carondelet, Jefferson Barracks, Harrisonville, Illinois; Berculaneum, Missouri; Selms, St. Genevieve, Chester, Illinois; Berculaneum, Missouri; Cape Girardeum, Commerce, and Obio City, to Cairo, Illinois, 172 miles and back daily, "in Lawe Bt. Louis daily at 8 am;
Arrive at 8t. Louis next day by 7 a m;
Leave Bt. Louis taily at 8 am;
Arrive at 8t. Louis next day by 7 a m;
Leave Cairo daily at 8 a m;
Arrive at 8t. Louis next day by 7 a m;
The department may require the supply of any other offices on the way and connecture fines at its pleasure.

The service must be performed in suitable and safe atsambouts, of the very best class, constructed for the conveyance of mails and passengers only, with speed and safety. In seasons of low water smaller power to make the trips in the time necutioned, and are to be used only during such time of low water.

Boute-agents may be employed on each bout, and for their accommodation, and for the safe keeping, assorting, and making up the mails, a suitable and convenient room or rooms must be assigned, to the mails, a suitable and convenient room or rooms must be assigned, to the mails, a suitable and convenient room or rooms must be assigned, to the mails, a suitable and convenient room or rooms must be assigned, to the mails, a suitable and convenient room in business that the article will not disappoint any who use it.;
AGENTS IN PHILADELPHIA—DRUGGISTS.

they are to be conveyed and provided for by the contractors free of Charges.

Local agents will be appointed and posid by the department at the Local agents will be appointed and posid by the department at the termini of the way lines, viz: 8t. Louis, Louisville, Evansville, Cairo, Memphie, Napoleon, Vicksburg, 8t. Frankville, and Kew Orienns; as in other place measurement to the contractors; he they are to be camployed and in the landings and the post offices, are to be camployed and increased by the contractors; he ut they are to be camployed and increased by the contractors is not the epartment, and are to be incharged of changed at any time, when requested by the Fostmaster General for good and an increase and the same contractors are to be transferred to the forst own may be detained, the mail and gents are to be transferred to the first boat possing the same way, whether such boat us of the first boat possing the same way, whether such boat be or he not a mail boat, or belong or not to the same contractors, to be carried to its destination and delivered free of charge to the department.

Special agents of the department are to be conveyed free of charge to their credentials. Also blanks, mail-locks, and mail-locks, and mail-locks, are will be supposed and possible to the first boat possing the same way.

Whether such boat the or he not a mail boat, or belong or not to the first boat possing the same way.

Whether such boat the or he not a mail boat, or belong or not to the same contractors, to be carried to its destination and delivered free or charge to the department are to be conveyed free of charge on exhibition of their credentials. Also blanks, mail-locks, and mail-lock

ENGINEER DEPARTMENT, January 19, 1869.

ENGINEER DEPARTMENT, January 19, 1884.

SEALED PROPOSALS Will be received until the 16th Pebruary, and the construction, of the best unsterials, and delivation, the construction of the best unsterials, and delivations, and the construction of the best unsterials, and delivations, and the construction of the best unsterials, and delivations and the chainst coarse. The proposals will state separately the prices of the chesapeake boy, and the chainst coarse. The brail of the dredge must be strongly put together, well kneed, botted, and braced, in the sun site yet with the substitution of twenty tons of coal.

The machine must be capable of working in an exposed situations such an sace way, being intended for operating in the waters of the Chesapeake bay, and will be required to dig and raise from a depth of twenty-four feet of water, or as inuntied cable of the sease way, being intended for operating in the waters of the Chesapeake bay, and will be required to dig and raise from a depth of twenty-four feet of water, or as inuntied cable of the sease way, being intended for operating in the waters of the Chesapeake bay, and will be required to dig and raise from a depth of twenty-four feet of water, or six inuntied cable of the sease way, being intended for operating in the waters of the decked lighter, which is intended for the transportation of the main, to let the same, in every case, to the lowest bidder tendering sufficient guarantees for faith of the proposal to contract for the same route."

The decked lighter, which is intended for the transportation of the main, to let the same, in every case, to the lowest bidder tendering sufficient guarantees for faith and the conditions of the contract.

The decked lighter, which is intended for the transportation of the main, to let the same, in every case, to the lowest bidder tendering addition of the contract water.

The decked lighter, which is intended for the transportation of the main, to let the same, in every case, to the lowest bidder tendering subtient of t

Mo payments will be small have been delivered, inspected, and tested as above prescribed and received, when the contractor will be paid in full.

Parties offering to contract for this dredge and its equipment will state distinctly on what principle they propose to construct the machine; if patented, the name of the patentee; whether a similar machine has been built and subjected to triel; and if so, where and under what circumstances; giving the character of the dredged matter and the depth of water from which it was raised; naming persons to whom reference can be had in regard to the sume. The dimensions of the hull of the dredge, as well as those of the dimping-acows and lighter, should be given, with the details of their construction; also the power of the engine for driving the machinery of the dredge, expressed in number of horses; and also in the diameter of the cylinder and leighth of stoke of the pixton, and the pressure of steam under which the engine is ordinarily worked. If practicable, drawings should be forwarded of the dredge camplete, and also of the dumping-acows.

Proposals will also be received for adding locomotive power to the dredge, so as to be able to propel it, with its scows and lighter, in still water, at the rate of sir miles per hour; stating fully the arrangement of the motive power; and the change, if any, such addition would make in the form and, dimensions of the hull of the dredge and in the arrangement of the machinery.

Further particulars may be obtained by corresponding with Capt. H. Brewerton, corps of engineers, Baltimore, Maryland.

The proposals to be addressed to the undersigned, and marked on the envelope "Proposals for a steam dredging machine, &c., for the waters of the Chesapeaks bay and Allantic coast."

Further particulars may be obtained by corresponding with Capt. H. Brewerton, corps of engineers, Baltimore, Maryland.

The proposals to be addressed to the undersigned, and marked on the envelope "Proposals for a defended on the capteline, and Express, New York; A

Washington.
Jan 14—dt10Feb

The New York and Liverpool United States Mail The ships comprising this line are :

PROPOSED 1	PATES OF SAILING.
1853.	1853.
From New York.	From Linerpool.
Saturday Jan. 8.	Wednesday Jan. 12.
Saturday Jan. 22.	Wednesday Jan. 16.
Saturday Feb. 5.	Wednesday Feb. 9.
Saturday Feb. 19.	Wednesday Peb. 23.
Saturday March 5.	Wednesday March 9.
Saturday March 19.	Wednesday March 23.
Saturday April 2.	Wednesday April 6.
Baturday April 16.	Wednesday April 20.
Saturday April 30.	Wednesday May 4.
Baturday May 14.	Wednesday May 18.
Saturday May 28.	Wednesday June 1.
Saturday June 11.	WednesdayJune 15.
daturday June 25.	Wednesday June 29.
Saturday July 9.	WednesdayJuly 13.
Saturday July 23.	Wednesday July 27.
Baturday August 6.	Wednesday August 10. Wednesday August 24.
Saturday August 20,	Wednesday Sept. 7.
Saturday Sept. 3.	Wednesday Sept. 21.
Saturday Sept. 17.	Wednesday Oct. 5.
Saturday Oct. 1.	Wednesday Oct. 19.
Saturday Oct. 29.	Wednesday Nov. 2.
Saturday Nov. 12.	Wednesday Nov. 16.
Baturday Nov. 26.	Wednesday Nov. 30.
Saturday Dec. 10.	Wednesday Dec. 14.
Saturday Dec. 24.	Wednesday Dec. 28.
The state of the s	CONTRACTOR OF THE PROPERTY OF

Por freight or passage apply to
EDWARD K. COLLINB & CO.,
No. 56 Wall street, N. Y.
BROWN, SHIPLEY, & CO.,
Liverpool.

The owners of these ships will not be accountable for gold, sliver, pulling, seeds, james are signed therefore, and the value thereof the seeds of t

Proposals for improving the Harbor of Siobile by dredging the present channels leading to the same.

ENGINEER DEPARTMENT,
Washington, January 18, 1853.
T is proposed to deepen "the harbor of Mobile, Alabams, at Dog
River Bar and the Choctaw Pass," by dredging the present chan-

nels.

The work required to be done is stated as follows:

A clear channel to be excavated three hundred feet wide, and to exhibit tweive and a haif feet in depth of water at mean low tide, viz:

Cubic yards Through the Choctae Pass. —940 yards average depth to be exervated 2 ft., 50 s. 57,733 (Exterior of the Pass. — 500 do do 3 s. 10 92,000 do do 3 s. 34. 352,360 do do 3 s. 115,000 do do 3 s. 115,000 ft., 750 do do 1 s. 25—281,280

In length 12,700 yards.

Total 663,929

The materials to be excavated is believed to be a soft blue mud, with rare exceptions, where it is mixed with sand and sitells. It is supposed that dredging operations can be carried on 0229 days in the year without interruption from the weather, after for 229 days in the year without interruption from the weather, after making har allowance for other casuatites and for Sundays.

It is required to perform the whole work in one year after the machinery, &c., is prepared. To do this by dredging there will be required steam dredging machines and vessels capable of discharging about 4,000 cubic yards of mud per day, complete in all their parts and apputtenances, and supplied with eabliss, all requisite store-rooms, storage for fuel, cables, anchors, beats, &c., and the requisite number of scows, with hoppers to hold from 35 to 100 cubic yards each.

Proposals will be received at the Engineer Department, Washington, until the 15th day of March, 1853, for the execution of this work under one or the other of the following propositions:

1st. To clear out the entire length and depth of the channels through the Choctaw Pass and the Exterior passes, or separate pertions thereof, furnishing all the necessary machinery, weeks, tenders, and ishor, at so much per cubic yard of material lifted and deposited at a distance from the edge of the channel, not less than 100 yards.

2d. To furnish vessels, machinery, &c., rendy for the work to the Engineer Department at Mobils; which vessels, machinery, wessels, and so was; embracing materiars, dimensions, tonage, power of engine, and pressure of steam, diameter of cylinder, length of stroke, principle of exavating machinery, whether paterials, which exceeds and site arrangement. Drawings are desirable whenexions, to nange, power of engine, and pressure of steam, diameter of cylinder, length of stroke, principle of exavating machinery is not in one; in which case the machinery, vessels, &c., would remain the property of the United States at a In length 12,700 yards.

For further par iculars addrew Major W. B. Chark, corps of engineers, Mobile, Alahama.

Brevet Brig. Gen. and Colonel Engineers.
To be inserted in the Intelligencer, Republic, and Union, Washington; Mobile Advertiser, Mobile, Ala; Lousiann State Republican, New Orleans Bulletin, and New Orleans Rec, New Orleans, La.; Albany, Register and Albany Express, Albany, New York; Courier and Expurees, New York; Witig, Troy, M. Y.; Pensylvania inquirer and Expurees, New York; Witig, Troy, M. Y.; Pensylvania inquirer and Daily News, Philadelphia; Boston Doncier, Boston; Patriot, Baltimore, Md., daily for two weeks; one copy of each paper containing the advertisement to be sent to the Ragineer Department. DRODK'S Great Exhibition Prize Thread.—The subscribers are constantly receiving supplies of this superior six
cord thread, manufactured archief vely from Sea Laland cotton, which
they warrant to excel any in market.

STRONG & SMITH, so William street,
Agents in New York.

LEWIS & CO., 68 Market street,
Agents in Philadelphia.

WATERSTON, PRAY & CO., 27 Federal street,
Agents in Boston.

MAIL PROPOSALS IN NEW ENGLAND.

PROPOSALS for carrying the mails of the United States from the 1st day of July, 1853, to the 30th of June, 1857, inclusive, in the States of Maine, New Hampshire, Vermont, Massachusette, Rhode Island, and Connecticut, will be received at the Contract Office of the Post Office Department, in the city of Washington, until 9 a m of the 4th of April, 1853, (to be decided by the 25th of April, 1853) on the toutes and in the manner and time herein specified, viz: and time herein specified, viz:

MAINE.

1 From Augusta, by Brown's Corners, Vassalboro', East Vassalboro', China, Albion, Unity, Troy, Dixmont, Hutman's Mills, Newburg, West Hampden, and Hampden, to Bangor, 67 miles and back, six times a week.

Leave Augusta daily except Sunday at 8 a m; Arrive at Bangor the same days by 9 p m; Leave Bangor daily except Sunday at 5 a m; Arrive at Augusta the same days by 6 p m.

2 From Augusta, by South Vassalboro', South China, Palermo, North Palermo, Montville, Liberty, East Montville, North Searsmont, and Belmont, to Belfast, 44 miles and back, three times a week

week
Leave Augusta Tuesdays, Thursdays, and Saturdays at 4 p m;
Arrive at Bulfast the next days by 4 a m;
Leave Belfast Mondays, Wednesdays, and Fri-

days at 5 p m;
Arrive at Augusta the next days by 5 a m.
From Augusta, by Windsor, Patricktown, North
Washington, Light's Corners, Liberty, South
Montville, Searsmont, and Belmont, to Belfast,
41 miles and back, three times a week.
Leave Augusta Mondays, Wednesdays, and Fridays at 1 m.

Leave Augusta Mondays, Wednesdays, and Fridays at 4 pm;
Arrive at Beifast the next days by 3 am;
Leave Bellast Tuesdays, Thursdays, and Sundays at 6 pm;
Arrive at Augusta the next days by 5 am.
From Augusta, by Togus Spring, South Windsor, Cooper's Mills, West Jefferson, Jefferson, North Waldoboro', Union, East Union, South Hope, and West Camden, to Rockland, 46 miles and back, three times a week.
Leave Augusta Tuesdays, Thursdays, and Saturdays at 10 am;

days at 10 a m; Arrive at Rockland the same days by 9 p m; Leave Rockland Mondays, Wednesdays, and Fri-

days at 10 a m;
Arrive at Rockland the same days by 9 p m;
Leave Rockland Mondays, Wednesdays, and Fridays at 5 a m;
Arrive at Augusta, by Hallowell, French's Corner, Litchfield, Litchfield Corners, Bowdoin, Little River Village, and South Durham, to Freeport, 37½ miles and back, three times a week.
Leave August Mondays, Wednesdays, and Fridays at 6 a m;
Arrive at Freeport the same days by 1 p m;
Leave Freeport Tuesdays, Thursdays, and Saturdays at 9 a m;
Arrive at Augusta the same days by 5 p m.
6 From Augusta, by Hallowell Gross Roads and East Winthrop, to Winthrop, 10 miles and back, six times a week.
Leave Augusta daily except Sundays at 5 p m;
Arrive at Winthrop the same days by 7 a m;
Leave Winthrop daily except Sundays at 5 p m;
Arrive at Augusta the same days by 7 p m.
7 From Augusta, by Hallowell Cross-Roads, East Readfield, Readfield Depot, Readfield, Mount Vernon, Vienna, Farmington Falls, Farmington, Strong, and Avon, to Phillips, 55 miles and back, three times a week, with three additional weekly trips between Augusta and Farmington. Leave Augusta daily except Sundays at 10 a m;
Arrive at Farmington the same days by 9 p m;
Leave Farmington daily except Sundays at 8 a m
Arrive at Augusta the same days by 4 p m;
Leave Farmington Tuesdays, Thursdays, and Saturdays at 6 p m;
Arrive at Farmington the same days by 8 a m.
8 From Augusta, by West Sidney, Belgrade, North Belgrade, Smithfield, Oosoola, Norridgewock, and Madison, to North Anson, 42 miles and back, three times a week.
Leave Augusta Tuesdays, Thursdays, and Saturdays at 8 a m;
Arrive at Farmington the same days by 8 p m;
Leave Farmington the same days by 8 p m;
Leave Farmington Tuesdays, Thursdays, and Saturdays at 3 a m;
Arrive at Farmington the same days by 8 p m;
Leave Augusta the same days by 8 p m;
Leave Augusta the same days by 8 p m;
Arrive at Farmington the same days by 8 p m;
Arrive at Farmington the same days by 8 p m;
Arrive at Farmington the same days by 8 p m;
Arrive at Farmington the same days by 8 p m;

days at 8 a m; Arrive at North Anson the same days by 6 p m; Leave North Anson Mondays, Wednesdays, at

Pridays at 6 a m;
Arrive at Augusta the same days by 4 p. m.
9 From Augusta, by Sidney, Waterville, Fairfield,
North Fairfield, South Bloomfield, Bloomfield,
Skowbegan, Norridgewock, and Madison, to
North Anson, 534 miles and back, three times a

Leave Augusta Monday, Wednesday, and Friday at Sa m; Arrive at North Anson the same days by S p m; Leave North Anson Tuesday, Thursday, and Sat-

urday at 4 a m;
Arrive at Augusta the same days by 4 p m.
Proposals for three additional weekly trips between Waterville and Skowbegan will be considered. Also to commence route at Water-

ville.

10 From Augusta, by Sidney, Waterville, Kendall's Mills, Fairfield Corners, Bloomfield, and Skowhegan, to Norridgewock, 42 miles and back, three times a week.

Leave Augusta Tuesday, Thursday, and Saturday

Leave Augusta Tuesday, Indisany, and State at 10 a m;
Arrive at Norridgewock the same days at 6 p m;
Leave Norridgewock Monday, Wednesday, and Fridayat 8 a m;
Arrive at Augusta the same days by 4 p m.
I From Winthrop, by Wayne, East Livermore, North Livermore, Canton, Dixfield, Mexico East, Rumford, Rumford Centre, and Rumford, to Bryant's Pond, 54 miles and back, twice a

week Leave Winthrop Monday and Friday at 4 a m; Arrive at Bryant's Pond the same days by 5 p m Leave Bryant's Pond Tuesday and Saturday at a m; Arrive at Winthrop the same days by 5 p m. 12 From Greene Depot, by South Leeds, to Leeds, 9 miles and back, twice a week. Leave Greene Depot Tuesday and Saturday at 10

Arrive at Leeds the same days by 12 m; Leave Leeds the same days at 1 p m;
Arrive at Greene Depot the same days by 3 p m.
13 From Redfield, by South Chesterville, Chesterville, and North Chesterville, to East Wilton,

26 miles and back, three times a week. Leave Readfield Monday, Wednesday, and Friday

at 1 pm; Arrive at East Wilton the same days by 8 pm; Leave East Wilton Tuesday, Thursday, and Saturday at 6 a m;
Arrive at Readfield the same days by 2 p m.
From Readfield, by Kent's Mills, Fayette Mills,
North Fayette, Livermore Falls, Jay Bridge, and
North Jay, to Wilton, 23 miles and back, three

times a week. Leave Readfield Monday, Wednesday, and Friday at 1 p m; Arrive at Wilton the same days by 7 p m; Leave Wilton Tuesday, Thursday, and Saturday

Leave Wilton Tuesday, Thursday, and Saturday at 6 a m; Arrive at Readfield the same days by 12 m. From Belgrade, by Belgrade Mills, Rome, East New Sharon, New Sharon, Industry and West's Mills, to North Industry, 30 miles and back, twice a week with four additional weekly trips to New Sharon, 17 miles and back.

Leave Belgrave daily except Sunday at 54 p m; Arrive at New Sharon the same days by 94 p m; Leave New Sharon daily except Sanday at 7 a m; Arrive at Belgrade the same days by 114 a m; Leave New Sharon Tuesday and Friday at 24 p m;

Arrive at North Industry the same days by 64 p m; Leave North Industry Tuesday and Friday at 7 a

Arrive at New Sharon the same days by 11 a m.
16 From Belgrade, by Belgrade Mills, Rome, Mercer,
and Stark, to West Mills, 23 miles and back, once
a week, with two additional trips to Mercer, 17

miles and back. Leave Belgrade Tuesday, Thursday, and Saturday at 5 p m; Arrive at Mercer the same days by 9 p m; Leave Mercer Monday, Wednesday, and Friday at

Arrive at Mercer the same days by 92 p m;
Leave Mercer Monday, Wednesday, and Friday at
64 a m;
Arrive at Belgrade the same days by 104 a m;
Leave Mercer Saturday at 92 p m;
Arrive at West Mills the same day by 114 p m;
Leave West Mills Monday at 4 a m;
Arrive at Mercer the same day by 6 a m.
Proposals to extend the two additional trips to
West Mills will be considered.

17 From Waterville, by Winslow, Benton, Clinton,
Burnham Village, East Burnham, Troy, Centre
Troy, North Dixmont, North Newburgh, North
Hampden, West Hampden, and Hampden, to
Bangor, 444 miles and back, six times a week,
with a supply of Hampden six times a week,
and the remaining offices twice a week.
Leave Waterville daily except Sunday at 74 p m;
Arrive at Bangor the next days by 5 a m.
Leave Bangor daily except Surday at 774 p m;
Arrive at Waterville the next days by 5 a m.
18 From Waterville, by Kendall's Mills, and Benton,
to Unity, 16 miles and back, six times a week.
Leave Waterville daily except Sunday at 114 a m;
Arrive at Waterville the same days by 3 p m;
Leave Unity daily except Sunday at 9 a m;
Arrive at Waterville the same days by 12 m.

19 From Waterville, by Benton, Clinton, Burnham
Village, East Pittsfield, Detroit, Plymouth, Etna, Centre, Carmel, and Herman, to Bangor, 53
miles and back, three times a week, with three
additional weekly trips to Detroit.
Leave Waterville Monday, Wednesday, and Friday at 4 a m;
Arrive at Bangor the same days by 6 p m;

day at 4 a m;
Arrive at Bangor the same days by 6 p m;
Leave Bangor Tuesday, Thursday, and Saturday
at 6 a m;
Arrive at Waterville the same days by 9 p m;
Leave Waterville Tuesday, Thursday, and Satur-

day at 7 a m;

Arrive at Detroit the same days by 2 p m;

Leave Detroit Monday, Wednesday, and Friday
at 5½ a m;

Arrive at Waterville the same days by 11½ a m.

20 From Waterville, by Fairfield, Larone, Ouscola,
to Norridgewock, 14½ miles and back, six times
a week. a week.

Leave Waterville daily except Sunday at 7 p m;

Arrive at Norridgewock the same days by 92 p m

Leave Norridgewock daily except Sunday at

a m;
Arrive at Waterville the same days by 9½ a m.
21 From Waterville, by Kendall's Mills, Farfield
Corners, Pishon's Ferry, Canaan, and West
Hartland, to Hartland, 27 miles and back, three
times a week.
Leave Waterville Tuesday, Thursday, and Saturday at 1 p m;

times a week.

Leave Waterville Tuesday, Thursday, and Saturday at 1 p m;

Arrive at Hartland same days by 8 p m;

Leave Hartland Monday, Wednesday, and Friday at 4 a m;

Arrive at Waterville the same days by 11 a m.

22 From Farmington, by East Strong, New Vineyard, and New Portland, to Kingfield, 22 miles and back, twice a week.

Leave Farmington Wednesday and Saturday at 8½ p m, and stopping over night at some intermediate point;

Arrive at Kingfield, the next days by 0 a m;

Leave Kingfield Monday and Thursday at 12 m;

Arrive at Farmington the same days at 7 p m.

23 From Wilton, by North Wilton, to Temple Mills, 8 miles and back, twice a week.

Leave Wilton Monday and Friday at 7 a m;

Arrive at Temple Mills the same days by 9 a m;

Leave Temple Mills the same days by 12 m.

24 From Strong, by West Freeman, to Salem, 7 miles and back, once a week.

Leave Strong every Sanday at 7 a m;

Arrive at Salem the same day by 9 a m;

Leave Salem the same day by 9 a m;

Leave Salem the same day by 9 a m;

Leave Salem the same day by 9 a m;

Leave Salem the same day by 9 a m;

Leave Salem the same day by 9 a m;

Leave Salem the same day by 1 a m.

25 From North New Portland, by Lexington and Dead River, to Flag Staff, 25 miles and back, once a week.

Leave North New Portland Monday at 6 a m;

River, to Flag Staff, 28 miles and back, once a week.

Leave North New Portland Monday at 6 a m;

Arrive at Flag Staff the same day by 4 p m;

Leave Fiag Staff the same day by 4 p m;

Leave Fiag Staff Toesday at 6 a m;

Arrive at North New Portland by 4 p. m.

From North Anson, by West Emden, North New Portland, East New Portland, New Portland, and Freeman, to Strong, 25 miles and back, three times a week.

Leave North Anson Sunday, Wednesday, and Friday, at 8 a m;

Arrive at Strong the same days by 1 p m;

Leave Strong Tuesday, Thursday, and Saturday at 1 p m;

Leave Strong Tuesday, Thursday, and Salurday at 1 p m;
Arrive at North Anson, by Emden Centre, to Concord, 10 miles and back, once a week.
Leave North Anson Thursday at 6 p m;
Arrive at Concord the same day by 8 p m;
Leave Concord the same day by 8 p m;
Leave Concord the same day by 6 a m.
From North Anson, by Emden, Solon, Bingham, and Carritunk, to the Forks, 39 miles and back, three times a week.

and Carritons, to the Forks, 39 miles and back, three times a week.

Leave North Anson Monday, Wednesday, and Friday at 8 a m;

Arrive at The Forks the same days by 6 p m;

Leave The Forks Tuesday, Thursday, and Satur-

day at 7 a m;
Arrive at North Anson the same days by 4 p m.
From North Anson, by West Anson and East New
Vineyard, to New Vineyard, 15 miles and back,
once a week.
Leave North Anson Thursday, at 7 a m;
Arrive at New Vineyard the same day by 11 a m; Leave New Vineyard the same day at 1 p m

Arrive at North Anson the same day by 5 p m.

30 From Skowhegan, by East Madison and South
Solon, to Solon, 16 miles and back, six times a Leave Skowhegan daily except Sunday at 5 p m;

Leave Skownegan daily except Sunday at 5 p m;
Leave Solon daily except Sundays at 4 a m;
Arrive at Skowhegan the same days by 7 a m.
From Skowhegan, by Cornville, Athens, Brighton,
Kingsbury, Blanchard, and Wilson, to Greenville, 45 miles and back, three times a week.
Leave Skowhegan Tuesday. Thursday and Saturday at 0 m m:

Leave Skowhegan Tuesday, Thursday and Satur-day at 5 a m;
Arrive at Greenville the same days by 7 p m;
Leave Greenville Monday, Wednesday, and Fri-day at 6 a m;
Arrive at Skowhegan the same days by 7 p m;
32 From Guildford, by Parkman and Cambridge, to Harmony, 15 miles and back, twice a week, with an additional weekly trip to Parkman, 3‡ miles

Harmony, 18 miles and back, twice a week, with an additional weekly trip to Parkman, 3½ miles and back.

Leave Guildford Tuesday and Saturday at 6 p m; Arrive at Harmony the same days by 10 p m; Leave Harmony the same days by 2 p m; Leave Harmony the same days by 2 p m; Leave Guilford Thursday at 6 p m; Arrive at Parkman the same day by 7 p m; Leave Parkman the same day by 8 p m; Arrive at Guildford the same day by 8 p m; 3 From Dover, by East Dover, South Sebec, Milo, Kilmarnock, and Maxfield, to Howland, 33 miles and back, once a week.

Leave Dover Friday at 6 a m; Arrive at Howland Saturday at 6 a m; Arrive at Howland Saturday at 6 a m; Arrive at Dover the same day by 6 p m.

4 From Patton, by Umcolcous, Masardis, and Aroostock, to Fort Kent, 94 miles and back, once a week.

Leave Patton Friday at 6 a m; Arrive at Fattor the next day by 6 p.

Leave Fort Kent Monday at 6 a m; Arrive at Fatton the next day by 6 p.m.

Arrive at Pation the next day by 6 p m.

From Brownsville, by North Brownsville, to Katadkin Iron works, 14 miles and back, twice a

week. Leave Brownsville Monday and Friday at Sam; Arrive at Katadkin Iron Works the same days by 11 a m; Leave Katadkin Iron Works the same days at 1 p m.

Arrive at Brownsville the same days by 4 p m.

From Monson, by Shirley Mills and Shirley, to Greenville, 135 miles and back, three times a week.

Leave Monson Monday, Wednesday, and Friday

Arrive at Detroit the same days by 53 a m; Leave Detroit Tuesday, Thursday, and Salurday at

2 p m; Arrive at Dexter the same days by 7 p m. 38 From Houlton, by Monticello, Bridgewater, and Presque Isie, to Fort Fairfield, 53 miles and back, once a week.

Presque lsie, to Fort Fairfield, 53 miles and back, once a week.

Leave Houlton Thursday at 6 pm;

Arrive at Fort Fairfield next day by 8 a m;

Leave Fort Fairfield next day by 2 p m;

Arrive at Houlton the next day by 2 p m;

Proposals for one additional weekly trip will be considered.

39 From Houlton to Woodstock, New Brunwick, 14 miles and back, four times a week;

Leave Houlton Sunday, Tuesday, Thursday, and Saturday at 5½ p m;

Arrive at Woodstock the same days by 7½ p m;

Arrive at Woodstock the same days by 7½ p m;

Arrive at Houlton same days by 7 a m.

40 From Fort Fairfield, by Eaton Grant, Van Buren, West Van Buren, Madawaska, and West Madawska, to Fort Kent, 100 miles and back, once a week.

Leave Ellsworth Monday, Wednesday, and Friday at 5 a m;
Arrive at Narraguagus the same days by 5 p m;
Leave Narraguagus Tuesday, Thursday, and Saturday at 5 a m;
Arrive at Ellsworth the same days by 5 p. m.;
From Ellsworth, by North Hancock, Franklin, Narraguagus, Harrington, Columbia, Jonesbro, and Whineyville, to Machias, 58 miles and buck, six times a week.
Leave Elisworth daily, except Monday, at 11 a m;
Arrive at Ellsworth the same days by 9 p m;
Leave Machias daily except Monday at 3 a m;
Arrive at Ellsworth the same days by 1 p m;
Proposals to consolidate this route with 45 and 67, making but one route from Bangor to Calais, will be considered.
From Ellsworth, by West Trenton, Eden, and Mount Desert, to Southwest Harbor, 254 miles and back, three times a week.
Leave Ellsworth MonEay, Wednesday, and Friday at 11 a m;
Arrive at Southwest Harbor, the same days hy

Saturday at 3 a m;

Arrive at Elisworth the same days by 9 a m.

From Ellsworth, by Surry, Blue Hill, Penobscott, and North Castine, to Castine, 31 miles and back, twice a week.

Leave Ellsworth Monday and Friday at 8 a m;

Leave Ellsworth Monday and Friday at 8 a m;
Awive at Castine the same days by 4 p m;
Leave Castine Tuesday and Saturday at 8 a m;
Arrive at Ellsworth the same days by 4 p m.
I From Ellsworth, by Orland, Bucksport, Prospect
Ferry, Prospect, South Prospect, and Searsport,
to Belfast, 30 miles and back, three times a week.
Leave Ellsworth Tuesday, Thursday, and Saturday at 11 a m;
Arrive at Belfast the same days by 7 p m;
Leave Belfast Monday, Wednesday, and Friday at
10 a m;
Arrive at Ellsworth the same days by 6 p m.
From Etlsworth to Waltham, 13 miles and back,

Arrive at Bucksport the same days by 8 p.m.
From Mattawamkeag, by South Mainneas,
Hayneaville, and Lunnaus, to Houlton, 55 miles
and back, three times a week.
Leave Mattawamkeag Tuesday, Thursday, and

p m.

50 From Mattawamkeag, by Conway, and Number
Three, to Patten, 35 miles and back, three
times a week.

Leave Mattawamkeag Tuesday, Thursday, and

7 a m;
Arrive at Mattawamkeag the same days by 5 p m.
57 From Lincoln, by Lee. Springfield, Carroll, and
Kossuth, to Topsfield, 41 miles and back, twice

Kossuth, to Topsheld, 41 miles and back, twice a week.

Leave Lincoln Monday and Friday at 5 pm;
Arrive at Topsheld the next days by 10 a m;
Leave Topsheld Monday and Friday at 3 pm;
Arrive at Lincoln the next days by 9 a m.
Proposals for more frequent trips with expedited schedule will be considered.

SFrom North Lincoln, by Chester, to Nickertown, in the county of Penobscot, 15 miles and back, once a week.

once a week. Leave North Lincoln Saturday at 7 a m

Arrive at Brownsville the same days by 4 pm
6 From Monson, by Shirley Mills and Shirley, to
Greenville, 13\(\frac{1}{2}\) miles and back, three times a week.
Leave Monson Monday, Wednesday, and Friday at 7 a m;
Arrive at Greenville the same days by 11 am;
Leave Greenville the same days by 11 am;
Leave Greenville the same days by 5 pm
7 From Monson, by Abbott, Parkman, South Parkman, Dexter, Pleasant Vale, and Newport, to
Detroit, 41 miles and back, three times a week,
with three additional weekly trips between Dexter and Detroit.
Leave Monson Tuesday, Thursday, and Saturday
at 4 a m;
Arrive at Detroit the same days by 2 p m;
Leave Detroit Monday, Wednesday, and Friday at
11 a m;
Arrive at Monson the same days by 11 p m;
Leave Detroit Monday, Wednesday, and Friday at
11 a m;

Arrive at Monson the same days by 11 p m;
Leave Detroit Monday, Wednesday, and Friday at
11 a m;

Arrive at Monson the same days by 11 p m;
Leave Detroit Monday, Wednesday, and Friday at
11 a m;

Arrive at Monson the same days by 2 p m
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awaska, to Fort Kent, 100 miles and back, once a week.

Leave Fort Fairfield Monday at 6 a m;
Arrive at Fort Kent Wednesday by 6 p m;
Leave Fort Kent Thursday at 6 a m;
Arrive at Fort Kent Thursday at 6 a m;
Arrive at Fort Fairfield Saturday by 6 p m
Proposals to commence route at Presque Me and run by Lyndon, instead of Fort Fairfield, will be considered.

41 From Charlotte, by Middytemps and Cooper, to Alexandria, 144 miles and back, once a week.
Leave Charlotte Saturday at 8 a m;
Arrive at Alexander the same day by 12 m;
Leave Alexander the same day by 5 p m.

42 From Calais, by Milltown, Baring, Sprague's Falls, Baileyville, Princetown, Waite, Topafield, Jackson, Brook, Butterfields, Orient, Amity, and Hogdon, to Houtton, 89 miles and back, three times a week.

times a week. Leave Calais Monday, Wednesday, and Friday at

Hogdon, to Houlton, So miles and back, three times a week.

Leave Calais Monday, Wednesday, and Friday at \$\frac{1}{2}\$ a m;
Arrive at Houlton the next days by \$\frac{1}{2}\$ p m;
Leave Houlton Monday, Wednesday, and Friday at 7a m;
Arrive at Calais the next days by 7 p m.

43 From East Machias, by Whiting and West Lubec, to Lubec, 23 miles and back, six times a week.
Leave East Machias daily except Sunday at \$\frac{1}{2}\$ a m;
Arrive at Lubec the same days by \$12 m;
Arrive at Lubec the same days by \$12 m;
Arrive at East Machias the same days by \$6 p m.

44 From East Machias Wednesday at \$8 a m;
Arrive at Catler the same day by \$12 m;
Leave Cutler the same day by \$12 m;
Leave Cutler the same day by \$12 m;
Leave Cutler the same day by \$2 m;
Arrive at Catler the same day by \$6 p m.

45 From Machias, by East Machias, Marion, Dennyeville, and Charlotte, to Calais, 44 miles and back, six times a week.

Leave Machias daily except Monday at \$1 p m;
Arrive at Calais the next days by \$6 a m;
Leave Calais daily except Sunday at \$1 p m;
Arrive at Machias the same days by \$9 p m;
Proposals to consolidate this route with \$8 and \$67, making but one route from Bangor to Calais, will be considered.

46 From Dennysville, by Pembroke and Robbinson, to Red Beach, \$21 \frac{1}{2}\$ miles, six times a week, with a branch from Pembroke to East Port, \$12 \text{ miles, to be run in due connexion.}

Leave Dennysville daily except Toesday, on the arrival of the mail on No. 45, say at \$1 \frac{1}{2}\$ m;
Arrive at Beach daily except Sunday at \$1 \text{ p m}.

Arrive at Beach daily except Sunday at \$1 \text{ p m}.

Arrive at Beach daily except Sunday at \$2 \text{ p m}.

Proposals to extend to Calais, increasing distance \$2 \text{ miles, will be considered.}

47 From Elleworth, by Hancock, West Sullivan, Sullivan, East Sullivan, West Goldaboro', Goldsboro', and Suleuben, to Narraguagus, 33 miles and back, three times a week.

Leave Narraguagus the same days by \$5 \text{ p m};
Leave Calisworth Monday, Wednesday, and Friday at \$6 a m;

at 11 a m; Arrive at Southwest Harbor the same days by 5 p m; Leave Southwest Harbor Tuesday, Thursday, and

Arrive at Lisworth to Waitham, 13 miles and back, once a week.

Leave Ellsworth Saturday at 2 p m;
Arrive at Waitham the same day by 54 p m;
Leave Waitham the same day by 54 p m;
Leave Waitham the same day by 4 p m.

From Tilden, by Amherst and Anors, to Township No. 33, in Hancock county, 21 miles and back, once a week.

Leave Tilden Friday at 9 a m;
Arrive at No. 33 the same day by 2 p m;
Leave No. 33 Saturday at 9 a m;
Arrive at Tilden the same day by 2 p m.

From Bucksport, by Orland, North Blue-Hill, Blue-Hill, Blue-Hill Fails, North Sedgewick, and Deer Isle, to South Deer Isle, 39 miles and back, twice a week.

Leave Bucksport Tuesday and Friday at 9 a m;
Arrive at South Deer Isle the same days by 5 p m;
Leave South Deer Isle the same days by 5 p m;
Leave South Deer Isle the same days by 5 p m;
Leave South Deer Isle the same days by 5 p m;

Saturday at 4 a m; Arrive at Houlton the same days by 44 p m; Leave Moulton Monday, Wednesday, and Friday at 8 a m; Arrive at Mattawamkeag the same days by 8

Naturday at 7 a m; Arrive at Patten the same days by 5 p m; Leave Patten Monday, Wednesday, and Friday at